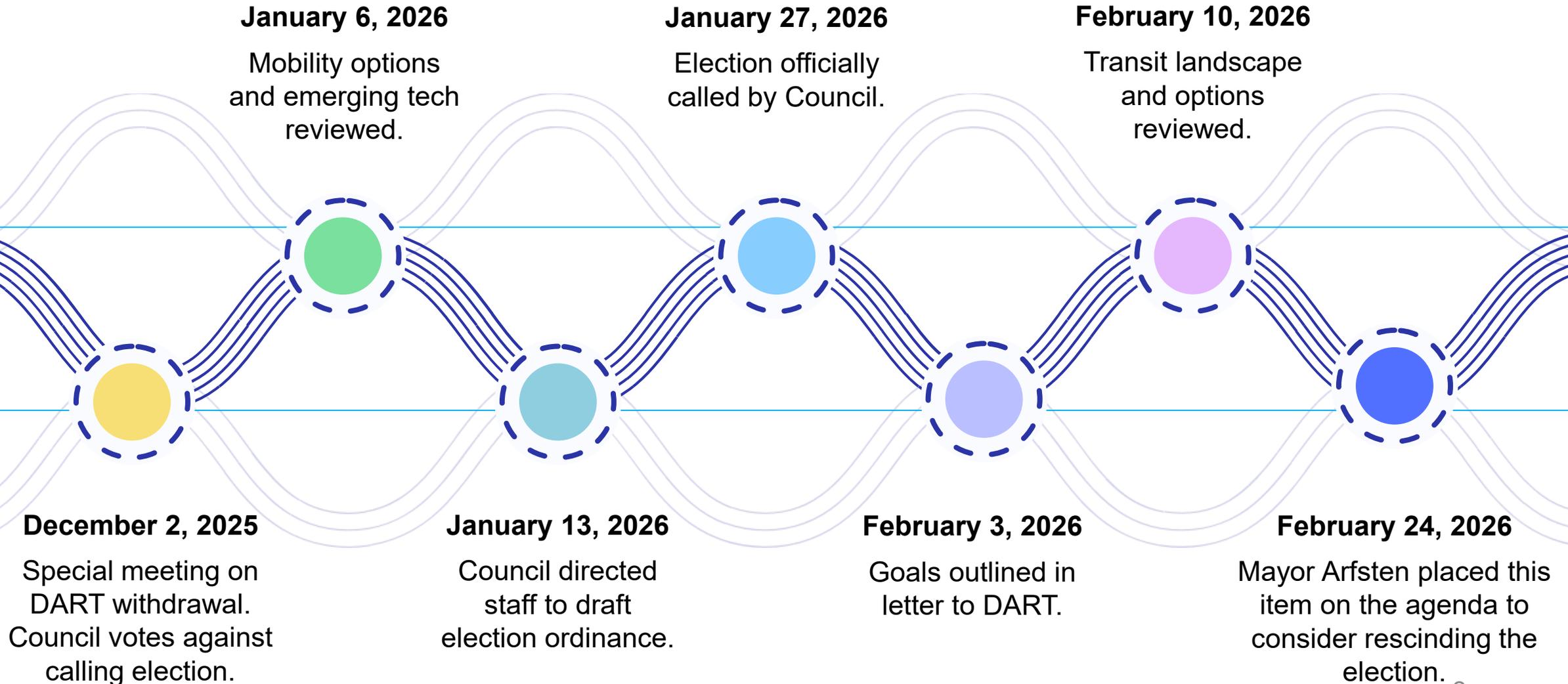


Rescind the May 2, 2026 Election to Withdraw from DART

February 24, 2026

The logo for Addison Energy, featuring the word "ADDISON" in a bold, blue, sans-serif font centered within a white circle. The circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes a white circle and a grey triangle.

DART Discussion Timeline



- Six cities called special elections in May 2026 to consider leaving DART:
 - Addison, Plano, Highland Park, University Park, Farmers Branch, and Irving called elections
 - The City of Plano rescinded their election on February 23rd.
 - Irving and Farmers Branch will consider rescinding their elections tonight.
- Conversations and negotiations continued amongst DART and Member Cities.
 - North Texas Commission and the North Central Texas Council of Governments held multiple meetings with Mayors, City Managers, and DART.
 - DART Board President has met directly with cities.
- **Recent Meetings and Action:**

DART Board (Feb 10)

- Accepted a proposal for presentation to member cities.

Dallas City Council (Feb 11)

- Voted to support a revised governance model.

RTC (Feb 12)

- Voted to provide \$75M matching funding to DART over 5 years.

Addison Letter to DART

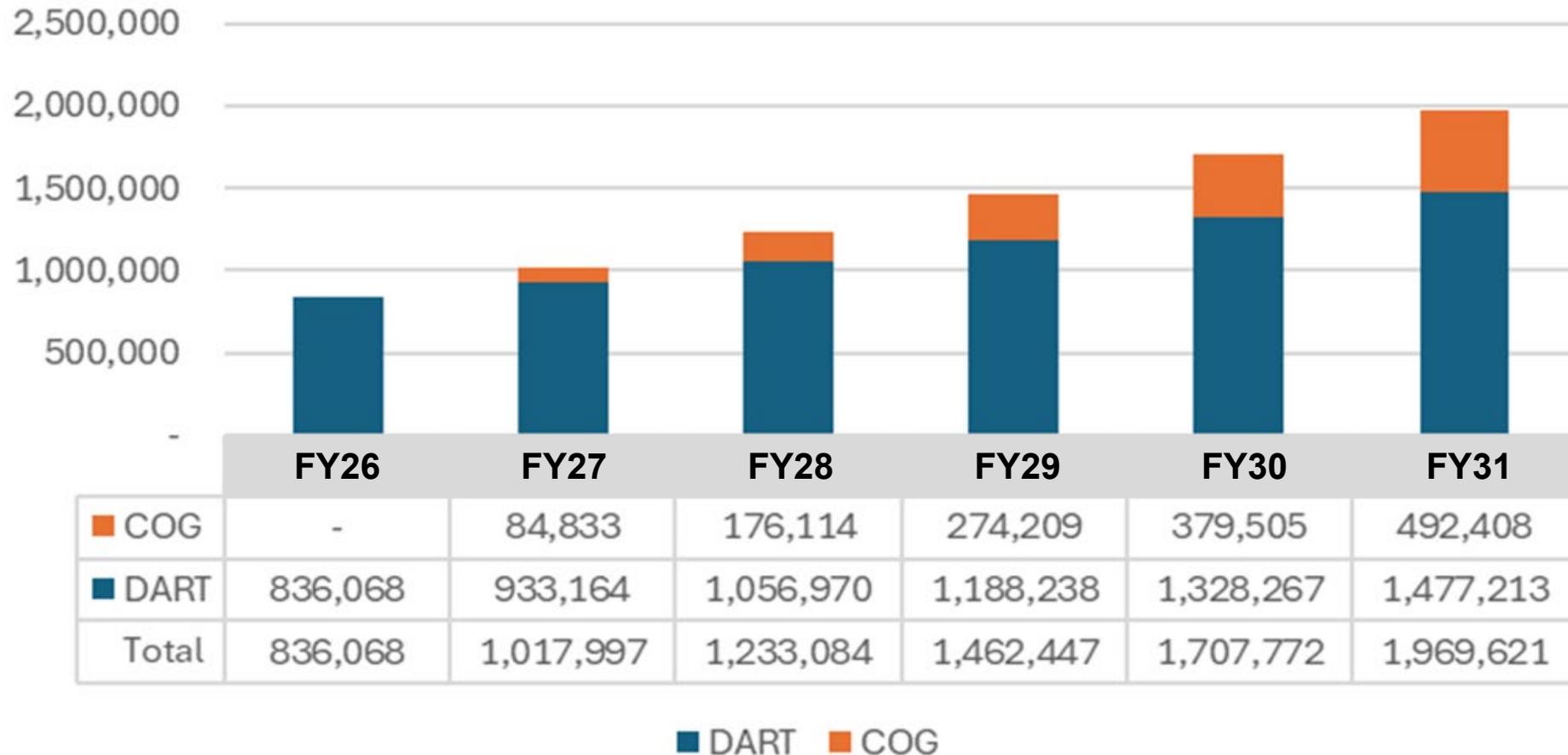
Priority in letter	What it asks for
1) Funding & service	<ul style="list-style-type: none">• Start an initial 25% General Mobility Program (GMP) return.• Work toward a statutory, permanent 50% contribution-rate reduction.• Continue core service; opt out of GoLink and DART partially supported circulator.
2) Governance	<ul style="list-style-type: none">• Each member city board representative has a full vote.• Weighted voting floor ($\geq 4\%$ per city) and cap ($\leq 45\%$ any city).• Balanced representation aligned to funding reality.
3) Current GMP agreement	<ul style="list-style-type: none">• Revise pending GMP document to align with Addison's redlined version.
4) Safety & cleanliness	<ul style="list-style-type: none">• Increase public safety presence on vehicles, stops, and stations.• Maintain clean, reliable facilities, and vehicles.

- Six-Year GMP Program
 - Six-year term funding level allocation agreement available to all member cities subject to terms of the agreement.
 - FY 2026:
 - 5% of annual FY 2024 sales tax collections.
 - FY26 – FY31
 - Increases by 1% beginning in Year 2, capped at 10% in year 6.
 - 1% increases funded ½ by DART and ½ by match of RTC funds.
 - **Program funds city projects that support local mobility needs.**

Approved DART GMP Language

- Establishes a six-year General Mobility Program (GMP) for DART service-area cities, funded by DART plus supplemental RTC funds, with each city's allocation tied to prior sales tax receipts.
- Eligible projects must benefit DART's public transportation system or provide complementary transportation services.
- The clawback of previous expenditures resulting from future legislative actions in conflict with the agreement has been removed; however, future payments are forfeited in that scenario.
- To encourage cancellation of withdrawal elections, the ILA defines the “**Effective Date**” as the execution date and requires that it be no later than April 30, 2026.
 - Therefore, as written, if Addison proceeds with the May election and voters choose to remain in DART, Addison would not be eligible to participate in the GMP.

DART GMP Funding to Addison



- Funding for transportation purposes only.
- Previous GMP ILA offered Addison \$2.9M in FY26.

DART GMP Proposal – All Member Cities

		DART	Addison	Carrollton	Cockrell Hill	Dallas	Farmers Branch	Garland	Glenn Heights	Highland Park	Irving	Piano	Richardson	Rowlett	University Park
Yr 1	2024	851,783,633	16,721,354	47,657,474	602,856	423,239,148	23,509,256	42,983,299	1,230,179	8,440,615	103,130,123	115,971,080	51,970,249	9,477,525	6,850,695
Yr 2	2025	900,375,230	16,986,622	50,404,195	635,901	435,949,818	24,102,740	50,689,075	1,238,379	9,141,467	113,250,082	127,363,592	53,988,203	9,648,584	6,996,572
Yr 3	2026	934,589,489	17,611,354	52,319,554	660,065	452,515,911	25,018,644	52,615,260	1,285,437	9,488,843	117,553,585	132,203,408	56,039,755	10,015,230	7,262,442
Yr 4	2027	970,103,889	18,280,585	54,307,697	685,148	469,711,516	25,969,353	54,614,640	1,334,284	9,849,419	122,020,621	137,227,138	58,169,265	10,395,809	7,538,415
Yr 5	2028	1,006,967,837	18,975,247	56,371,390	711,183	487,560,553	26,956,188	56,689,996	1,384,987	10,223,697	126,657,405	142,441,789	60,379,697	10,790,850	7,824,874
Yr 6	2029	1,045,232,615	19,696,307	58,513,503	738,208	506,087,854	27,980,523	58,844,216	1,437,616	10,612,197	131,470,386	147,854,556	62,674,126	11,200,902	8,122,219
Year 1															
DART	5.0%	42,589,182	836,068	2,382,874	30,133	21,161,957	1,175,463	2,149,165	61,509	422,031	5,156,506	5,798,553	2,598,512	473,876	342,535
DART	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COG	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TBD	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5.0%	42,589,182	836,068	2,382,874	30,133	21,161,957	1,175,463	2,149,165	61,509	422,031	5,156,506	5,798,553	2,598,512	473,876	342,535
Year 2															
DART	5.0%	45,018,762	848,331	2,520,210	31,795	21,797,491	1,205,137	2,534,454	61,919	457,073	5,662,504	6,368,180	2,699,410	482,429	349,829
DART	0.5%	4,501,876	84,833	252,021	3,180	2,179,749	120,514	253,445	6,192	45,707	566,250	636,818	269,941	48,243	34,983
COG	0.5%	4,501,876	84,833	252,021	3,180	2,179,749	120,514	253,445	6,192	45,707	566,250	636,818	269,941	48,243	34,983
TBD	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	6.0%	54,022,514	1,017,997	3,024,252	38,154	26,156,989	1,446,164	3,041,345	74,303	548,488	6,795,005	7,641,816	3,239,292	578,915	419,794
Year 3															
DART	5.0%	46,729,474	880,568	2,615,978	33,003	22,625,796	1,250,932	2,630,763	64,272	474,442	5,877,679	6,610,170	2,801,988	500,762	363,122
DART	1.0%	9,345,895	176,114	523,196	6,601	4,525,159	250,186	526,153	12,854	94,888	1,175,536	1,322,034	560,398	100,152	72,624
COG	1.00%	9,345,895	176,114	523,196	6,601	4,525,159	250,186	526,153	12,854	94,888	1,175,536	1,322,034	560,398	100,152	72,624
TBD	0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7.00%	65,421,264	1,232,795	3,662,369	46,205	31,676,114	1,751,305	3,683,068	89,981	664,219	8,228,751	9,254,239	3,922,783	701,066	508,371
Year 4															
DART	5.0%	48,505,194	914,029	2,715,385	34,257	23,485,576	1,298,468	2,730,732	66,714	492,471	6,101,031	6,861,357	2,908,463	519,790	376,921
DART	1.5%	14,551,558	274,209	814,615	10,277	7,045,673	389,540	819,220	20,014	147,741	1,830,309	2,058,407	872,539	155,937	113,076
COG	1.50%	14,551,558	274,209	814,615	10,277	7,045,673	389,540	819,220	20,014	147,741	1,830,309	2,058,407	872,539	155,937	113,076
TBD	0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8.00%	77,608,311	1,462,447	4,344,616	54,812	37,576,921	2,077,548	4,369,171	106,743	787,954	9,761,650	10,978,171	4,653,541	831,665	603,073
Year 5															
DART	5.0%	50,348,392	948,762	2,818,569	35,559	24,378,028	1,347,809	2,834,500	69,249	511,185	6,332,870	7,122,088	3,018,985	539,542	391,244
DART	2.0%	20,139,357	379,505	1,127,428	14,224	9,751,211	539,124	1,133,800	27,700	204,474	2,533,148	2,848,835	1,207,594	215,817	156,497
COG	2.00%	20,139,357	379,505	1,127,428	14,224	9,751,211	539,124	1,133,800	27,700	204,474	2,533,148	2,848,835	1,207,594	215,817	156,497
TBD	0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9.00%	90,627,105	1,707,772	5,073,425	64,006	43,880,450	2,426,057	5,102,100	124,649	920,133	11,399,166	12,819,759	5,434,173	971,176	704,239
Year 6															
DART	5.0%	52,261,631	984,815	2,925,675	36,910	25,304,393	1,399,026	2,942,211	71,881	530,610	6,573,519	7,392,728	3,133,706	560,045	406,111
DART	2.5%	26,130,815	492,408	1,462,838	18,455	12,652,196	699,513	1,471,105	35,940	265,305	3,286,760	3,696,364	1,566,853	280,023	203,055
COG	2.50%	26,130,815	492,408	1,462,838	18,455	12,652,196	699,513	1,471,105	35,940	265,305	3,286,760	3,696,364	1,566,853	280,023	203,055
TBD	0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	10.00%	104,523,261	1,969,631	5,851,350	73,821	50,608,785	2,798,052	5,884,422	143,762	1,061,220	13,147,039	14,785,456	6,267,413	1,120,090	812,222
		434,791,638	8,226,710	24,338,885	307,131	211,061,217	11,674,590	24,229,270	600,945	4,404,044	54,488,117	61,277,993	26,115,714	4,676,789	3,390,234
DART		285,452,635													
DART		74,669,501													
COG		74,669,501													
TBD		-													
		434,791,638													

Dallas Proposal for DART Board Governance -2/5/26

City	2025 DART Board Seats Apportionment	Original Working Group Framework		Modified Framework			Percentage of DART 2025 Pop	Percentage of FY 2025 Sales Tax
		Original Number of Seats	Original Percentage of Vote	Dallas Proposal Number of Seats	Dallas Proposal Vote Weight	Dallas Proposal Percentage of Vote		
Addison	0.1	1	4.00%	1	0.44	2.00%	0.68%	1.89%
Carrollton	0.77	1	6.00%	1	1.38	6.25%	5.18%	5.56%
Cockrell Hill	0.02	1	4.00%	1	0.44	2.00%	0.14%	0.07%
Dallas	7.86	5	40.00%	7	9.9	45.00%	52.37%	48.30%
Farmers Branch	0.23	1	4.00%	1	0.44	2.00%	1.51%	2.66%
Garland	1.43	2	8.00%	2	2.09	9.50%	9.53%	5.75%
Glenn Heights	0.11	1	4.00%	1	0.44	2.00%	0.76%	0.14%
Highland Park	0.05	1	4.00%	1	0.44	2.00%	0.33%	1.02%
Irving	1.51	2	8.00%	2	2.09	9.50%	10.06%	12.57%
Plano	1.7	2	8.00%	2	2.09	9.50%	11.31%	14.22%
Richardson	0.7	1	6.00%	1	1.38	6.25%	4.65%	5.98%
Rowlett	0.38	1	4.00%	1	0.44	2.00%	2.53%	1.07%
University Park	0.14	1	4.00%	1	0.44	2.00%	0.95%	0.77%
Total	15	20	104.00%	22	22	100.00%	100.00%	100.00%

Green: Proposed framework increases representation based on this metric

Red: Proposed framework decreases representation based on this metric

- DART has also referenced potential future steps:
 - Independent Rail Management Authority.
 - Transfer commuter rail system (TRE and Silver Line) to a new, independent management authority.
 - Consistent with RTC Transit 2.0 Subcommittee recommendations.
 - Savings resulting from the transfer could be applied to the GMP program.
 - **Would require legislative action.**
 - New vehicle registration fees.
 - New fees sent to regional mobility authorities.
 - Would generate new revenue from all regional beneficiaries of transit investments.
 - **Full implementation would require legislative action.**

- If Council rescinds the election to withdraw from DART:
 - Cancel the RFP for Transit Services.
 - Bring back an ILA that approves the revised General Mobility Plan with DART.
 - Consider a Resolution supporting the proposed Governance structure.
- If Council proceeds with the withdrawal election:
 - **March 10, 2026 - Vendor Review:** Vendor presentations based on Council direction including possible tours of transit options in other cities.
 - **March 24, 2026** – Enter into an agreement for mobility services contingent on election results.

Questions